Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **850** **Const Calendar Day:** 373 **Date:** **12-Jun-2013** **Wednesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 07:00 am 03:30 pm **Break:** 00:30 **Over Time:**
Federal ID:
Location:
Reviewer: **Wilcox, Jason** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 60 - 70 **4PM** 60 - 70
Precipitation 0.00" **Condition** Partly cloudy

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Continued to review preliminary documents (85% PS&E, design and review done, awaiting construction comments) related to the S1/S2 Shear Key retrofit.

- Surveyed the 2 T1 tower "white marker lights" with District 4 surveyors Ariel Austria and Peter Unruh. I was responsible for setting up the bipod on the top of the lights while Ariel operated the total station and Peter setup the backsight on control point 6056 (flight target located on the YBI/TI isthmus). The coordinates for these lights will be submitted to the FAA by Steve Huslebus. The following should be noted about the Aviation and white marker light surveys:

1.) Latitude and longitude measurements taken by the Trimble GPS equipment and total station are based off of the WGS84 ellipsoid.

2.) The "white marker lights" appear to have been installed out of plumb, see attached photos for details and location of the surveyed point.

3.) All surveyed points were taken at the center top tip of the light fixtures, except for points/Aviation lights 1007, 1008, and 1009. The coordinates for these points were presented in the last email sent by Ariel.

The reflectorless feature on the total station was used to shoot these light fixtures from the west. In order to get a return from the object, the housing of the light was shot instead on the top tip. This means the actual center top tip of the light is approximately 4"-6" east and 22" higher.

To reiterate Ariel and myself attempted to survey these three sidespan lights on May 15th (my last day before vacation) with GPS. However we abandoned the survey due to dangerous conditions on the sidespan and carrying expensive equipment on the cable. Ariel and Peter had no access onto the SAS cable May 16th and used the reflectorless feature method of the total station.

- Sent an email regarding this survey to Steve Hulsebus, Bill Casey, and Stanley Ku.

- Attended the weekly S1/S2 Shear Key retrofit meeting at 12:00pm in the ABFJV trailer.

- Did not have an opportunity to inspect the S1/S2 Shear Key retrofit work today. It should be noted that Brian Wolcott is tracking the labor, equipment, and work progress of Conco, IPMC, and ABFJV. See his and Pamela Gagnier's diaries for more details on this work today.

Attachment

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Job Name: 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 850 **Date:** 12-Jun-2013 Wednesday

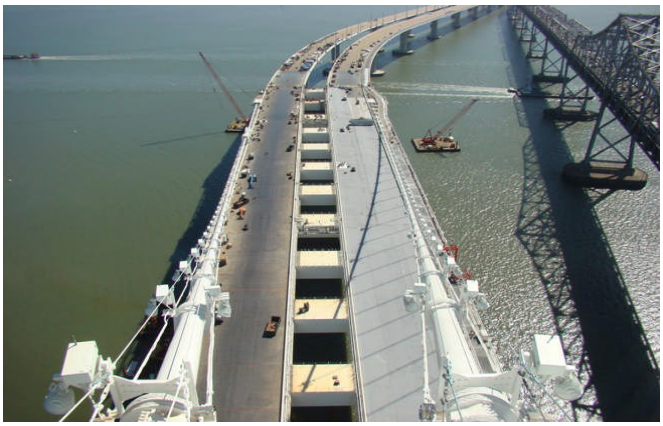
Attachment

Bipod setup on the east T1 tower "white marker light" in order to be seen from the W-Line YBITS bridge.

Tip of the rod on the center of the east T1 tower "white marker light".

Bipod setup on the west T1 tower "white marker light" looking towards the occupied point by the total station.

Setup location of the total station on the W-Line YBITS bridge near the Hinge KW expansion joint.



Preparation on the E-Line OBG for AC epoxy paving operations seen from the T1 tower looking east.

The east T1 tower "white marker light" which appeared to have been installed out of plumb.